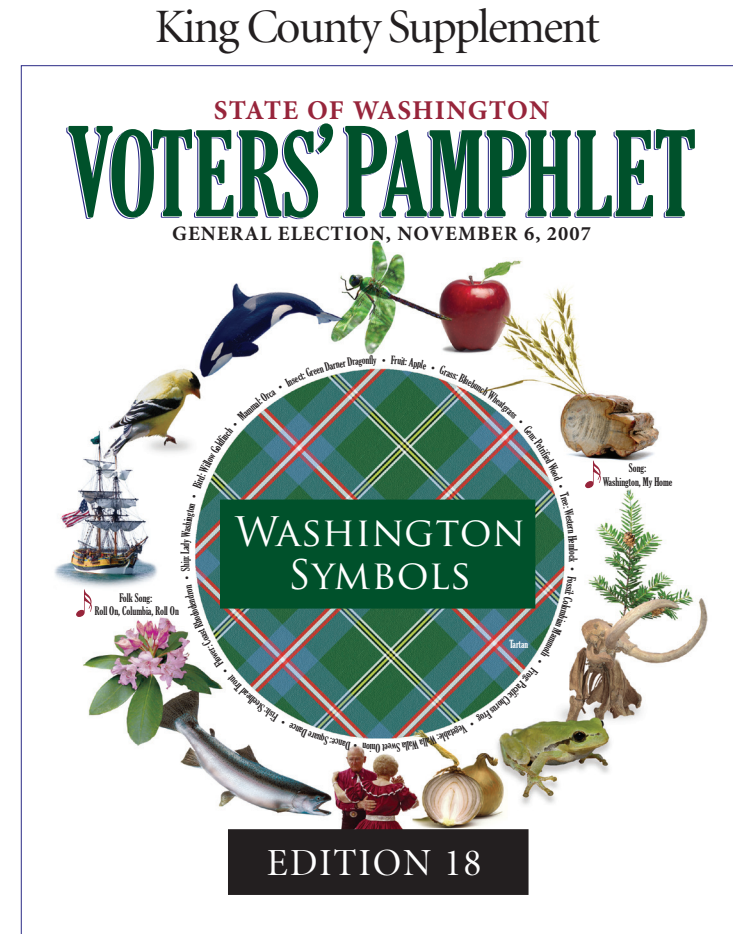




# EDITION 18



You are receiving this supplemental copy of the General Election Voters' Pamphlet Edition 18 because the print vendor did not print one page of the Sound Transit and RTID Proposition No. 1. To ensure voters receive all the information to cast an informed vote, this supplemental copy is being mailed to all voter households who originally received the misprinted Edition 18. This supplemental Voters' Pamphlet contains the official ballot title, explanatory statement, and pro and con statements. Please use this information to supplement the Voters Pamphlet your household already received in the mail. If you have any questions, please call 206-296-VOTE (8683).



# Sound Transit and RTID Proposition No. 1

Sound Transit currently provides regional commuter rail, express bus and light rail service. The proposed Regional Transportation Improvement District (RTID) would provide regional road and bridge improvements. Sound Transit serves, and the proposed RTID would serve, areas in King, Pierce and Snohomish counties (see map for boundaries).

## *Official Ballot Title*

**SOUND TRANSIT (A REGIONAL TRANSIT AUTHORITY)  
AND  
RTID (A REGIONAL TRANSPORTATION INVESTMENT DISTRICT)  
PROPOSITION NO. 1  
REGIONAL ROADS AND TRANSIT SYSTEM**

To reduce transportation congestion, increase road and transit capacity, promote safety, facilitate mobility, provide for an integrated regional transportation system, and improve the health, welfare, and safety of the citizens of Washington, shall Sound Transit (a regional transit authority) implement a regional rail and transit system linking Lynnwood, Shoreline, Northgate, Seattle, Bellevue, Redmond, SeaTac airport, Kent, Federal Way and Tacoma as described in the Sound Transit 2 plan, financed by the existing taxes approved by the voters in 1996 and an additional sales and use tax of up to five-tenths of one percent imposed by Sound Transit, all as provided in Resolution No. R2007-15; and shall a regional transportation investment district (RTID) be formed and authorized to implement and invest in improving the regional transportation system by replacing vulnerable bridges, improving safety, and increasing capacity on state and local roads to further link major education, employment, and retail centers as described in Moving Forward Together: A Blueprint for Progress – King Pierce Snohomish Counties, financed by a sales and use tax of one-tenth of one percent and a local motor vehicle excise tax of eight-tenths of one percent imposed by RTID, all as provided in Resolution No. PC-2007-02; further provided that the Sound Transit taxes shall be imposed only within the boundaries of Sound Transit, and the RTID taxes shall be imposed only within the boundaries of the RTID?

☐ YES  
☐ NO

## *Explanatory Statement*

This proposition would approve: (a) Sound Transit's (ST) plan described in Resolution R2007-15, (b) formation of a Regional Transportation Investment District (RTID), and (c) RTID's plan described in Resolution PC-2007-02. The plans expand mass transit and improve roads and bridges in Snohomish, King, and Pierce counties, building approximately 50 miles of light rail, adding express bus service, improving traffic chokepoints, and addressing earthquake safety.

The resolutions and plans use existing taxes plus additional sales and use taxes of up to six-tenths of one percent and motor vehicle excise taxes of eight-tenths of one percent. They provide for using taxes from geographic areas to benefit those areas and address modifications and timelines. Costs include estimated capital costs (2006 dollars, excluding debt service) of: ST - \$10.8 billion, RTID - \$7.0 billion.

### Planned projects include:

#### **Transit (ST):**

Expand light rail system with daily service to new destinations in each county, add streetcar on Seattle's First Hill, add express bus service, enhance commuter rail, and study future expansion.

#### **Roads (RTID):**

King: SR-520 (six-lane bridge), I-405, SR-167, SR-167/I-405 interchange, Mercer and Spokane Streets, SR-509 (connecting I-5 to SeaTac).

Pierce: SR-167 (connecting Puyallup to Tacoma), SR-704, SR-410/SR-162.

Snohomish: US-2 Trestle, SR-9, SR-522.

Plus I-5 interchanges (Lakewood to Marysville), HOV-lanes, park-and-rides.



**NOTE: This page is missing in your  
Edition 18 Voters' Pamphlet.**

## Sound Transit and RTID Proposition No. 1



### *Statement for*

#### **YES on Roads & Transit**

Traffic problems in the Puget Sound are bad and getting worse. It is time to act. Roads & Transit is a comprehensive, balanced approach to solving the problem.

**Vote YES** for 50 miles of light rail connecting Seattle to Tacoma, Lynnwood and the Eastside, through Fife, Federal Way, Des Moines, Mercer Island, Bellevue, Redmond, Northgate, Shoreline, and Mountlake Terrace.

**Vote YES** for more express bus service, 12,000 new park-and-ride spaces and new HOV lanes throughout the region.

**Vote YES** for funding to replace vulnerable bridges – SR-520 Bridge, Spokane Street Viaduct, South Park Bridge.

**Vote YES** to reduce congestion – the “Mercer Mess” in Seattle, the 405/167 interchange in Renton, the “Federal Way Triangle” at I-5/Hwy 18 are included. Also funded are new lanes on I-5 in South King County and along 405 between Renton and Bellevue.

**Vote YES** to allow first responders to get to emergencies faster.

**Vote YES** to keep our economy moving by allowing goods and services to move throughout the region.

Join business, labor and environmental leaders from across the region in **voting YES** for these critical safety, congestion relief and transit projects.

For more information, visit [www.yesonroadsandtransit.org](http://www.yesonroadsandtransit.org).

### *Rebuttal of statement against*

The statement against Roads & Transit is misleading and full of inaccurate numbers.

- Expanded bus service, more park-and-ride lots, 50 miles of light rail are good for our environment.
- New transit service along with highway and bridge safety projects, like the SR520 bridge, will reduce traffic congestion and increase safety.
- The finance plan and cost estimates have been reviewed by independent financial experts.

It's time to act. YES for Roads & Transit.

**STATEMENT PREPARED BY:** Mark Martinez, Mary McCumber, Scott Carson

### *Statement against*

**Proposition 1 would impose the biggest local tax increase in American history** – yet traffic congestion would double by 2028 according to Sound Transit's own documentation!

The tax bite is staggering! **\$157 billion** over 50 years – costing most households nearly **\$2,000 on average each year** – misrepresented by Sound Transit as merely \$230 annually. Remember: voters repealed the Monorail when understated taxes ballooned to \$11 billion.

These “forever” taxes **more than double** both Sound Transit's portion of our state's regressive sales taxes and also car license tab fees.

**This proposal is NOT balanced.** Only 10% finances roads – for all buses, carpools, vanpools, emergency vehicles and local freight. Just a fraction of that goes toward fixing dangerous bridges and crumbling freeways. Nearly 90% funds Sound Transit's light rail – which it projects to move about 1% of daily trips. Meanwhile, everyone else is stuck in worse gridlock!

**In 1996, Sound Transit promised completion of its Ten-Year Plan within budget by 2006.** So what happened? Billions in cost overruns, 10 years behind schedule, transit use declining as a percentage of travel, traffic increasing, and global warming worsening.

Leading Democrats, Republicans and the Sierra Club all oppose Proposition 1.

**Don't be fooled -- AGAIN. Vote No!**

For more information, visit [www.TruthAboutRoadsAndTransit.info](http://www.TruthAboutRoadsAndTransit.info).

### *Rebuttal of statement for*

#### **No to Doubling Local Taxes:**

Why aren't taxpayers being told that Proposition 1 costs \$157.5 billion?

#### **No to More Empty Promises:**

Sound Transit is 10 years behind schedule and billions of dollars over budget. Remember how service to Capitol Hill and to the UW was promised by 2006?

Why hand over more taxes before completion of what was promised in 1996?

#### **Since safety is important:**

Why is there no funding for the Alaskan Way Viaduct?

**STATEMENT PREPARED BY:** Will Knedlik, Phil Talmadge, Kemper Freeman



# Roads & Transit

<http://www.roadsandtransit.org>



**Sound Transit 2**  
*Making Connections—  
 The Regional Transit System Plan  
 for Central Puget Sound*



**RTID Planning Committee**  
*Moving Forward Together—  
 A Blueprint for Progress*

## Sound Transit District Boundary

The area inside the Sound Transit district boundary shows the portions of King, Snohomish, and Pierce counties where Sound Transit 2 plan benefits would be directly realized and in which existing and proposed Sound Transit taxes would be collected. The Sound Transit district does not include the hatched area in Snohomish County.

## Proposed Regional Transportation Investment District Boundary

The area inside the proposed Regional Transportation Investment District (RTID) boundary shows where *Blueprint for Progress* road-way and bridge investments will be made, benefits will be provided, and where proposed RTID taxes would be collected. The proposed RTID district includes the entire Sound Transit district plus a significant portion of Snohomish County.

